

003-0698-60

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1 July 1960

MEMORANDUM FOR : Acting Chief, Development Branch, DPD-OD/P
SUBJECT : Trip Report of Visit to Minn-Honeywell Facility
at Clearwater, Florida

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1. On 28 and 29 June 1960, I visited the Minn-Honeywell facility at Clearwater, Florida. The purpose of the visit was to tour the facility and receive an indoctrination into the working program of the Inertial Navigation System. Discussions were held with [redacted]
and [redacted]

2. Both [redacted] expressed a concern about ground support equipment. They desire a meeting to discuss, with appropriate parties, the operational concepts and operational techniques to be employed in conducting an operational mission and/or a flight test mission. Some topics desired to be discussed are as follows:

(A) Will the airplane always be in the same position on the field for calibration?

(B) Will calibrations be made only during daylight hours or in darkness?

(C) Can calibrations be made in the hangar?

(D) What are transportability requirements for ground calibration equipments?

(E) Will there be a requirement to calibrate two aircraft for "backup" capability?

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(F) Discuss coordination of aircraft preflight between crew and time schedules, since during part of the IHS alignment, no other persons can be working on the aircraft.

(G) What is the expected weather environment during the calibration? (Temperature affects the theodolite.)

(H) How exact can the pilot determine his position through the drift sight?

(I) How often can the pilot make position correction fixes?

(J) Which equipment will be OEM and which should they purchase?

3. Some limitations, not previously understood by us, were also brought out in the discussions. For example, the system will not function properly if mission requirements call for operation below the equator. Also, to make a 90 degree turn, no camera operation can be realized for approximately 200 miles.

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4. [redacted] will be on vacation until 18 July 1960.

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[redacted] Major USAF

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